

9 Honolulu, 22nd September, 1898.

Intimation.

WM. POWELL, LIMITED.

"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

LADIES' SHOES.

A
SPECIAL
PURCHASE
OF
HIGH GRADE
SHOES
NOW ON SHOW,
comprising:

TAN GLACE
SLIPPERS.

BLACK GLACE
SLIPPERS.

TAN GLACE
LOUIS XV. Heel.

BLACK GLACE
LOUIS XV. Heel.

CHAMPAGNE
GLACE
LOUIS XV. Heel.

BRONZE 4-BAR
LOUIS XV. Heel.

PATENT
WALKING
SHOES.

All the above are of
excellent style, quality
and finish.

Comfort, smartness and
wear guaranteed.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 19th August, 1905.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere-between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the myriads of changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of.

WAMPOL'S PREPARATION

And given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the FOONG TAI FIRM, of Victoria, in the Colony of Hongkong, Tea Merchants, have on the 4th day of July, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

1.—A representation of an eight pointed Star in the centre of which is a Chinese Dragon above the same are the words FUNG MEE KAM KEE and the Chinese characters for the same (逢美錦記) meaning SHEK PING CHONG.

2.—The Chinese characters (逢泰號) meaning FOONG TAI SHOP.

In the name of the FOONG TAI FIRM, who claim to be the Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following goods:—

TEA IN CLASS 43.

Trade Mark 2 has been used by the Applicants in respect of the following goods:—

TEA IN CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of July, 1905.
DENNY & BOWLEY,
Solicitors for the Applicants.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, including clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

Dentistry.

TSHIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1905.

Dr. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

THE ADMINISTRATION OF SAGHALIEN.

STRINGENT REGULATIONS.

Regulations to be observed by vessels and travellers visiting Saghalien have been issued by the War Office. The regulations consist of eight articles, which state that for the present the port of Korsakov only will be opened to vessels visiting the northern ports of the island, exception being made in regard to vessels that have obtained special permission from the Minister for War or the military authorities administering the island. Only Japanese vessels will be allowed to enter the ports of Saghalien, and no foreigners will be allowed to land in the island, unless they have special passports from the Minister for War or the military authorities in Saghalien. In the case of Japanese, those who are under the ban of the Law of Admonition, have been declared bankrupt, or have no fixed occupation, will not be allowed to land. All vessels entering the ports of Saghalien and persons landing on the island must abide by the regulations and orders issued by the military authorities, who are empowered to stop the entry into all ports of vessels, the landing of visitors, or to detain or order away vessels or persons from the island, when such course is deemed necessary.—*Japan Chronicle*.

PRIVATE DETECTIVES.

A SOCIAL PEST AND THE REMEDY.

BY SIR GEORGE LEWIS, BART.

The Slater case has directed public attention strongly upon the operations of an unscrupulous and dangerous class of men. Upon the doings of the dregs of the detective profession so great an authority as Sir George Lewis was good enough to communicate his views to a "Morning Leader" representative the other day.

"I wish to guard myself in any observation I may make," began Sir George, "against appearing to reflect on a number of most deserving and respectable people who conduct private inquiries—I allude to a number of retired inspectors and superintendents from the Metropolitan and City police, men who, after years of good work in the force, have retired on their pensions, and, being middle-aged, do not desire to lead an idle life, and therefore conduct private inquiries. These are men for whom I have great respect. They are employed by me, and their reports are perfectly reliable and their charges fair. There are many such men in practice in London, and I think I have nothing to say but what is favourable.

LEGITIMATE AND FRAUDULENT.

"I constantly happen in the office of a solicitor who has much to do with the Divorce Division of the High Court that inquiries have to be made and persons watch sometimes till a late hour at night to ascertain whether the people who are watched are open to suspicion or a charge of breach of conjugal duty. Inquiry agents for such purposes are therefore absolutely necessary, so long as they are reliable, honest, and truthful. However large a solicitor's staff of clerks may be, they have their duties to perform during the day, and naturally require rest at night; and these men have not even the facility of making inquiries or the observations which from time to time become necessary. The respectable detectives of whom I speak do not advertise, but rely on the character they possess as a sufficient introduction to business.

"There is, however, a class of men who do advertise, and inasmuch as there are always more fools than sensible men, they reap a rich harvest by the promises they hold out and the reputation they give themselves, which in most cases is simply delusive.

"Are these people numerous?" asked the "Leader" representative.

"No. This class of agent was brought into existence after the passing of the Divorce Act in the year 1857. That Act opened up to them a new field of operations. These men are people with no police experience. They are self-constituted 'detectives' (as they call themselves); and but for the publicity which they obtained through the medium of advertisements in certain papers they would be absolutely unknown. I have never employed any one of them, and never would. And when anyone has sought my aid, and I have heard that they have been in the hands of such a private agency, I have always compelled them to discontinue the connection—otherwise I would refuse my professional assistance.

"What about the earnings of these 'private agents'?"

"Well, they seem to charge what they choose.

DOUBLE-BARRELLED BLACKMAIL.

"I have known instances where a wife who has been employing one of them to inquire into her husband's conduct, and has received an exorbitant account, has been put face to face with the threat that unless she paid the bill would be sent to her husband, and the husband thus made aware of the conduct of his wife towards him. I have even known of a case of a detective who, while taking the wife's money and pretending to her that he was acting in her interests, furnished the husband with the facts he was telling her, and with the details of her course of action. Presumably he was paid by both sides. I could give many instances of discreditable conduct and extortion practised by a particular agency. But probably it is not necessary for me now to do so."

"How, in your opinion, is this serious social pest to be exterminated? Is it possible to suppress it by law?"

"No, I think that it is impracticable. The way to put an end to these people is for the Press to decline to insert their advertisements. If such a course were taken those who require assistance of the nature I have described would gradually find their way into the offices of the retired inspectors of police—men who are to be thoroughly relied on, and who have a staff of their own to carry out the duties they undertake."

Entertainment.

POSTPONEMENT.

HONGKONG VOLUNTEER CORPS.
GRAND PROMENADE
CONCERT,

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station),

ON

FRIDAY,

August 25th, at 9.15 P.M.

Tickets \$1 and \$1.
Can be obtained at the Volunteer Head Quarters,
near the Hongkong Club.

Hongkong, 21st August, 1905.

Auction.

PUBLIC AUCTION.

TO BE SOLD

ON

MONDAY,

the 28th day of August, 1905, at 3 P.M.,
BY
MR. GEO. P. LAMMERT, Auctioneer,
at his Sales Rooms, Duddell Street.

ALL that PIECE or PARCEL of GROUND situate lying and being at Victoria, in the Colony of Hongkong, and registered in the Land Office as THE REMAINING PORTION OF INLAND LOT NUMBER FORTY-SEVEN together with the Messuages erections and Buildings thereon, now known as Nos. 2, 10, 12, 14, 16, 18, 20, 22 and 24, Wing Fung Street, and Nos. 1, 3, 5 and 7, Wing Fung Street West.

The said Premises are held from the Crown for the term of 999 years at an Annual Crown Rent of \$47.02.

For further particulars and conditions of sale, apply to—

WILKINSON AND GRIST,

Solicitors for the Vendor,

or to

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 17th August, 1905.

Hotel.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

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Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st August, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 23rd instant, will be landed at Consignees' risk and expense, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 21st August, 1905.

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Hongkong,

Intimations.



A. S. WATSON & CO., LIMITED.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1847.

Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

OR

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 19th June, 1905.

NOTICE
All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 22, 1905.

TIENSIN-CHINKIANG RAILWAY.

An extremely important question is involved in the special telegram which we publish to-day stating that the Waiwupu desires to see the Tientsin-Chinkiang railway agreement cancelled. It is necessary to understand the situation in order to grasp the significance of the attitude adopted by the Foreign Office of the Chinese Government. The proposed Tientsin-Chinkiang railway was projected some nine or ten years ago when the railway boom in China was at its height. Every European country recognised the immense possibilities of vast and profitable trade in laying a network of railways through China. The Germans, having acquired a *locus standi* at Kiaochow, proceeded to construct a triangular road to Yichow and Tsinan. The British and German railway concessionaires determined to build a line from Tientsin to Chinkiang, which would touch at Tsinan. The contract for the latter railway was signed, but no survey had been made, although it was known that the railway was bound to prove a commercial success, touching as it did a prosperous and thriving district. At the same time the Germans made their position clear that they considered themselves entitled to preferential rights so far as railway enterprise went in the province of Shantung. The meaning of the Anglo-German contract was, therefore, that while British contractors were authorised to construct the Tientsin-Chinkiang line from Chinkiang to a spot near Yichow, the Germans would control operations from Yichow to Tientsin, thereby being in a position to determine the conditions which should operate over two parallel lines, running within a comparatively short distance of each other. It may be noted that Chinkiang is the distributing centre for the provinces of Kiangsi, Kiangsu, Anhui, Shantung and Honan, so that although it is not a large city as cities go in China, having only some 150,000 inhabitants, its trade is exceedingly valuable. In this matter of the Tientsin-Chinkiang railway Britain and Germany have worked loyally together, and it has never for a moment been suggested that Germany would be unable to fulfil her part of the enterprise. When the Boxer rebellion intervened to set back for a time the schemes of those interested in opening up the country, the furtherance of railway enterprise naturally suffered, but there was never any suggestion that it was other than merely dormant. When the air had cleared somewhat, Britain at once proceeded to impress her views on the Chinese Government that the railway must be proceeded with, and so successful was the home Government through the Minister at Peking that Britain obtained all the necessary rights and privileges to proceed with the construction of her section of the Tientsin-Chinkiang line. It seems that German contractors were hardly prepared—except under new conditions which were set forth and embodied in an agreement that was submitted for signature to the Chinese Government—to commence with the railway at the moment. Whereupon the Chinese authorities pointed out, quite fairly in our opinion, that many foreign syndicates had obtained concessions for the building of railways, but had made no real attempt to take advantage of these concessions. The Chinese Government demanded proof that the German concessionaires were in a position to begin operations on the proposed line immediately; and apparently the assurances of the German Minister on this head were not considered satisfactory, for we find the German Minister complaining that his British colleague is supporting the Chinese Government. The demand that Germany should give clear proof of her subjects' ability to proceed with the construction of the Tientsin-Chinkiang railway without further delay does not seem to be an unreasonable one in view of the numerous concessions which have been granted and have never been utilised. The Canton-Hankow railway, for instance, is still in the air, and is not likely to materialise for some time to come. At all events, when Germany protested that Sir Ernest Satow was in sympathy with the Chinese Government's demands, an answer

was promptly given that the British alone had the right to build the railroad, and that Germany could not be permitted to claim preferential rights in railway matters in Shantung. Of course, this imported fresh matters of controversy into the diplomatic dealings with the Chinese Government. Baron Mumm von Schwarzenstein, the German Minister, was in communication with his Government, and eventually the situation was cleared, the Anglo-German agreement ratified by the Chinese Government, and everything made ready for a beginning with the operations on the line. Now the Chinese Government, repenting of their action in signing the agreement, wish to have it cancelled. At that rate, considering how long the question has already been under discussion, the railway would never be built. Sir Ernest Satow has emphatically declared that the railway agreement cannot be cancelled; the German Minister has telegraphed home for instructions, and it would seem that the long and dilatory methods which so frequently characterise the action of the Chinese Government in matters of reform are again in the ascendant. Apparently the Waiwupu are unwilling to see the projected railways in China built by foreigners. They have been making strenuous appeals to the gentry of Kwangtung to subscribe the capital necessary for the construction of the Canton-Hankow railway, and so far as we can learn that appeal has been successfully answered. But there is no sign that any attempt to start operations has been made. Even with regard to the Canton-Kowloon railway there was some effort made to delay matters, by insisting that Chinese concessionaires should have the right to construct the line to the British frontier. Fortunately that difficulty was safely passed, and in characteristic fashion the British Government has begun the work of surveying the route. So that while the Chinese Government is considering the idea of constructing the Canton-Hankow line the Canton-Kowloon railway will be completed. Once the Canton-Kowloon line is finished, it will be the duty of the British concessionaires to push the line on to Hankow and that may prove the easiest solution of the problem, unless the American syndicate, which was lately believed to have the intention of starting the railway and has so far failed to appear on the scene, decide to come forward at this late moment. Originally the Canton-Hankow railway was projected as an Anglo-American affair, and it may yet turn out that the first idea will be realised. The whole line was estimated to be about 700 miles in length, of which 600 miles belonged to the American concession. With regard to the Tientsin-Chinkiang railway there is no reliable data as to the length of the line, but a glance at the map will show that it should be about the same length as the southern route from Canton-Hankow. Every writer of any importance has insisted on the value of the Tientsin-Chinkiang railway as an important factor in widening the horizon of the people in the provinces of Shantung, Kiangsu and Honan, and it is to be regretted that there should be this hitch when everything seemed settled. The Germans, we are told, are ready to build their section of the line; the British are simply waiting for the opportunity, and the whole trouble seems to be that the Waiwupu are alarmed at the prospect of these railways being operated by foreigners. It is a most unsatisfactory position for everybody concerned. Fortunately in Sir Ernest Satow we have a representative who is thoroughly acquainted with the character of the Chinese Government and he is not likely to be bluffed by a little talk on the part of the Waiwupu. The railway has to be built—it will be built by Britain alone if necessary, but by Britain and Germany if all goes well. And the sooner a start is made the better it will be, unless we are to have a repetition of the Canton-Hankow muddle.

LOCAL AND GENERAL.

ADMIRAL Alexeieff arrived in Paris on 14th ult.

MR. A. R. Lowe leaves Marseilles for Hongkong on Friday, and is due here about the 18th prox.

No case of plague has been reported since yesterday at noon. The number recorded so far this year is 23, of which 266 terminated fatally.

VICE-Admiral Diedrichsen, the former commander of the German squadron in the Far East, has recently retired. The Admiral is only a few years over 60.

ORDERS have been given for the preparation of drafts of Royal Garrison Artillery for Egypt, Singapore, Hongkong, and Mauritius. These drafts will embark in the early autumn.

THE suggestion is put forward as having come from French diplomatic circles that Tokio is likely to be honoured in the near future with visits from both the Prince of Wales and the German Crown Prince. The latter, it is stated, on the occasion of Prince Arisugawa's visit to Germany, promised to return the visit.

DAMAGES estimated at ¥100,000 was done to the M. B. Co.'s Buildings at the Hashima coal mine in the recent typhoon.

THE Seoul-Fusan railway pays a dividend at the rate of 5 per cent. per annum. The daily receipts average Yen 9 per mile.

THE civilian inhabitants of Korsakoff were rescued by the Japanese from the brutal violence of the Russian convict volunteers.

A RUSSIAN lady from Korsakoff reports that that town was fired and looted by the Russian Volunteer troops, who were all convicts.

RETURN of visitors to the City Hall Reading-room for the week ending the 20th August:—Non-Chinese, 166; Chinese, 51; Total, 217.

THE First Bank, which is now the Korean Government bank, pays a dividend at the rate of 10 per cent. per annum, puts ¥226,000 to reserve, carrying forward a similar amount.

TICKETS booked for the Volunteer Promenade Concert, which was to have been held on Saturday last, will be available for Friday next the day to which the entertainment had to be postponed.

THE relief of the L.D.'s on the China Station, the new crews for which were, according to previous arrangements, to have left England about August 1st, have been postponed till further notice.

AMERICAN papers say that Mr. Root only accepted the Secretaryship of State on condition that President Roosevelt undertook to strenuously support his candidature at the next presidential election.

WE (*Hongkong Times*) understand that the difficulty with the Opium Farm has been settled by giving the present Farmers the monopoly for four years, in place of three, while the price has been slightly reduced. In addition, the revenue the Farm has to pay this year has been considerably reduced, and will be increased each year, the average for the four years being Tcs. 8,802,000.THE *Mainichi* states that the Japan-Volunteer Fleet Association, has given orders to the Kawasaki and Mitsui Bishi Dock Companies for the construction of certain warships for the proposed Volunteer Fleet. Three vessels are to have a speed of 31 knots, and each to carry eight quick-firing guns. It is intended that they shall be used for the purpose of capturing the enemy's transports and other similar work.THE *Takungpao* newspaper published in Tientsin states that it has received news from Shantung to the effect that there is a rumour of a widespread conspiracy on foot in that province to rise against the Germans, the date set being the 18th day of the 8th moon (16th September next). It is alleged that each family is to provide one fighting man, whose equipments are to be paid by public subscription. Rumours of this kind are hardly casual in China.

ACCORDING to a Peking despatch, H.E. Viceroy Yuan Shih-kai is fast ascending to the top, for his Excellency's influence over the Empress Dowager is such that he stands now in the position which it took the late Li Hung-chang ten times as long to occupy. Rarely a day passes in which there are not at least half a dozen secret code telegrams from the Empress Dowager to the Viceroy asking for his advice. Viceroy Yuan Shih-kai can easily be styled to-day the most powerful subject of the Throne.

GOVERNOR Ting of Yunnan wires to the Waiwupu that the monks of the Barking Temple having incited the desperadoes and disorderly elements of Kiangtung to an uprising, an expedition was despatched which has had the effect of dispersing the rowdies. But owing to the state of the roads the troops could not deal with the desperadoes effectively. Prefect Li has petitioned that he has found one of the missing missionaries. In the meantime more men are being sent out to look for the other missionaries.—*Sin Wan-pao*.

GREAT preparations have been made for the special performance at the circus this evening on the occasion of the visit of H.E. the Governor and suit. Fitzgerald Bros who are providing such excellent entertainment each night may be relied upon to put up a good show during the few remaining days of their season in Hongkong, and as the tramway company is furnishing a splendid service of cars to and from Causeway Bay there is no reason why the circus tent should not be crowded on each occasion on which a performance is given.

It is reported that the net half-yearly profits of the Imperial Chinese Railways for the six months ending March 1, 1905, amount to a little over £325,000, and that if this rate of progress is maintained, as is confidently expected, the year's profits will, even after paying interest on the loan and providing the stipulated sum for amortisation, amount to over £600,000. With this sum the Chinese Government has already commenced the construction of the 120-mile line to Kalgan. Experts believe that even after the war, which has helped the railway, the development of trade in Manchuria will continue to such an extent that this profit will remain undiminished.

THE presence of a painted cartoon, in the latrine at the corner of Tung Mau Lane and Des Voeux Road, Central, having been reported to Inspector Smith, he went last evening to the place and there found the cartoon in question, which was of a somewhat amusing character. In the centre seated on a chair was a drawing supposed to represent Mr. Fung Wa Chuan, depicted in the form of a turtle, but labelled with the full name, so there should be no misunderstanding. In front of him were two *luchangs*, saluting him, while at the side was a third *luchang* who was arresting a coolie in the act of posting up one of the objectionable placards. It is believed that a coolie was the originator of this cartoon, but a search of certain premises revealed nothing whatever to connect him with the affair.

It is regrettable to hear that the rate of mortality in the neighbouring French colony of Saigon has been abnormally high within recent months in the European population. For July 46 deaths had to be recorded and for the first week of this month there were 19 deaths and amongst the latter is to be included the manager of the Chartered Bank.

REGARDING mosquito bites a correspondent written to a home paper in these terms:—Some dozen years ago I had a particularly bad time with mosquitoes, and the irritation of the bites made life almost unbearable. With me was an old sapper, and he told me to rub the bites with damp salt, the irritation immediately ceased, and since then I have never minded much "being eaten" as this simple remedy is always handy.

This morning Mr. F. A. Hazeland gave his decision in the case of the placards. The two men were unable to set up any defence. Mr. Gray Scott, manager of the Electric Tramways Co., said that the posting of these placards was in no way affecting the company's business. The Chinese employees, however, did not like it and might be affected by it. The two men were fined \$25 each, with the usual alternative, and warned against a repetition of their offence.

It is announced in the *London Gazette*, published on 14th ult., that the King has been graciously pleased to appoint Count Taro Katsura, Prime Minister of Japan, to be an Honorary Member of the Civil Division of the First Class of the Knights Grand Cross of the Most Honourable Order of the Bath. It is further announced that the King has given directions for the appointment of Baron Jutaro Komura, the Japanese Minister for Foreign Affairs, to be an Honorary Member of the First Class of the Knights Grand Cross of the Most Distinguished Order of St. Michael and St. George.

The following telegraphic information, dated 15th inst., has been received from the Sumatra Director and Manager of the Maatschappij tot Mij-Bosch-en Landbouwerexploitatie in Langkat, Ld.:—

Daily aggregate output of Crude Petroleum Gallons 81,000
Crude Petroleum in Tanks at date " 110,000
Kerosene made since the date of the preceding half-monthly telegram Cases 77,000
Kerosene shipped since the date of the preceding half-monthly telegram " 77,000
Kerosene in stock at Refinery at date " 68,000

As announced in our columns not long since the London managers of the Hongkong and Shanghai Banking Corporation entertained a party of Japanese and English friends at dinner on 17th ult. at the Greyhound Hotel, Hampton Court, to meet Mr. Korekiyo Takahashi, Vice-Governor of the Bank of Japan and Special Commissioner of the Imperial Japanese Government, in celebration of the successful completion of the last Japanese loan. Mr. A. M. Townsend, who presided, proposed Mr. Takahashi's health in a short and quite informal speech, acknowledging the exceptional ability and tact displayed by the Japanese Commissioner in conducting to a successful issue the important financial negotiations which had successfully resulted in the placing of Japanese loans on the market during the course of a great war to the aggregate amount of \$8,000,000 sterling. Mr. Takahashi replied in the same cordial tone, expressing his deep appreciation of the valuable support which Japan had met with "in the most critical period of her national existence."

On the Borneo Wharf yesterday, a score of rough men in rougher garb, and many big, loosely-built women were wrestling, through the medium of the Russian language, with the native hawkers of food and clothing for the possession of something to improve their no doubt scanty supplies. According to the *Singapore Free Press* of 15th inst., they were part of a small crowd of Russian refugees from Saghalien, whose departure from the Slav territory has been rendered necessary by recent developments in that part of the universe. They were conveyed to Europe by the French mail-boat *Tonkin*. Among the crowd of exiles were officials of the *Volontaires*, and the boat also carried the Russian Governor of Saghalien. The same day Captain Hawtreay, acting Chief Police Officer, received information that a number of Russians were in the town, creating a disturbance. The men were alleged to have escaped convicts from the island of Saghalien, Captain Hawtreay himself with a posse of men went to Beach-rod where the men were taken in charge after some little trouble, and were then put aboard the *Tonkin* again.

For the purpose of illustrating a point in a case which was heard in Summary Jurisdiction to-day—His Honour Mr. A. G. Wise, Puisne Judge, on the bench—a junk lamp was brought into Court. A more dilapidated looking article it would have been difficult to imagine. It had only one protected side, the glass in the other three oblongs having been smashed or perjured for some other purpose. It was not straight at any angle. The oil-tank was a battered tin pan; the wick was a piece of dirty rope nearly an inch and a half long; and the top of the can came off without troubling about being unscrewed. That was the sort of a lamp which served to "warn vessels in the harbour that a junk was in the way." It failed ignominiously when a fast steam launch came along and crashed into the junk. Yet it was almost pathetic to witness the pride of the junk owner in his travesty of an illuminating agent. It might have been an Aladdin's lamp by which genii could be conjured from the depths. At genii was a lamp that would give "brilliant light for ten or twelve hours a night" according to his statement. "brilliant" was rather clever. His Lordship remarked that he had seen these lamps, of the sort now produced, before in connection with junk cases. They were utterly useless for the purpose they were supposed to be used. His Lordship did not say that such lamps should be hung overboard, but he hinted that, perhaps the shipping authorities may consider the matter worth thinking about.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

PEACE HOPEFUL.

RUSSIAN REINFORCEMENTS.

REPORTED COUNTERMANDED.

[From Our Own Correspondent.]

Shanghai, 21st August, 2.55 p.m.

It is reported that Russia has countermanded the instructions for the despatch of reinforcements to Manchuria.

[The above wire appears to confirm a San Francisco telegraphic message to the Manila papers in which it was stated that "what regarded as the most hopeful indication of peace is an order of the Tsar countermanding the dispatch of more troops to Manchuria." Ed., H.K.T.]

RAILWAYS FOR CHINA.

THE TIENSIN-CHINKIANG LINE.

[From Our Own Correspondent.]

Shanghai, 21st August, 2.55 p.m.

The Chinese Government intends borrowing the further sum £500,000 from the Belgians for the purpose of railway development.

The Waiwupu is desirous of having the Tientsin-Chinkiang line agreement cancelled, but H.E. Sir Ernest Satow says it will be impossible for this to be done.

Baron Mumm von Schwarzenstein has telegraphed to Berlin for instructions in the matter.

[With reference to the above telegram, on April 18th, our Shanghai correspondent sent us the following wire which throws further light on the subject:—The German Minister has held long interviews at Peking with Prince Ching and His Excellency Wu Ting-fang in connection with the proposed German section of the railway from Tientsin to Chinkiang. Baron Mumm von Schwarzenstein declares that his compatriots are willing to commence operations immediately. The Russian Minister is supporting the action of his German colleague. The Chinese Board decline to sign the agreement pressed for by Germany unless the part concerned can establish sufficient proof of the commencement with the laying down of line which they have so far made no real attempt to commence. The German Minister complains that Sir Ernest Satow is supporting the Chinese Government; but Great Britain's representative asserts that the British alone have the rights to build the railroad.—Ed., H.K.T.]

LARGE "ORANG UTAN" KILLED AT SUANZAMBAH.

Lieut. A. Tucker Wardrop has very kindly given us *N. N. Borneo Herald* details in re the above. On Saturday 15th ult. Police Constable Antonio, No. 175, who is on duty on the Suanzambah River was walking through the jungle when he saw a large "Orang Utan" coming toward him. It made as though it would attack him so he fired a shot at it from a snider rifle he was carrying; the bullet went through the fleshy part of the animal's leg but did not disable it and as it was very fierce and threatening Antonio called for assistance. Sixteen Malay men were working not far away came up and fired a second time, the bullet going through the "Orang Utan's" stomach. Its vital even then, was so great that with two serious wounds it was more enraged than ever. He tried its utmost to get at the P.C.—the Malays then got sticks and tried to hold the animal down but found it impossible to do so; in mad rage it got hold of some of the natives and threw them with force to the ground. P.C. Antonio finally managed to fire all the cartridges he had at it and it then made off, and notwithstanding its numerous wounds managed to climb a tree. The Malays cut down the tree and just as they did this the "Orang Utan" fell dead. It is difficult to believe that having received so many and such severe wounds the brute was able to move, but the "Mias" is noted for his immense strength. Wallace, in his "East-Indian Archipelago" was one of the first Europeans to write with intimate knowledge of the "Orang Utan" or "Mias" as it is named in, and he lays stress on its great vitality, strength and courage.

The measurements of the animal just killed are as follows: Breadth from left finger tip to right finger tip 8 feet 3 inches.

Chest 38 inches.

Height 5 feet 2 inches.

We question the height, for the "Mias" has not been known to attain the figures supplied had it been 4 feet 2 inches it would have seemed more correct. Probably there has been an error in measuring. The skin can be seen at Mr. Wardrop's house.

SHIPPING AND MAILS.

MAILS DUE.

English (*Nippon*) 24th inst. 8 a.m.Indian (*Labrang*) 24th inst.German (*Roon*) 24th inst.German (*Prinz Bismarck*) 24th inst.Canadian (*Tartar*) 24th inst.

The C. N. Co.'s *Shanghai* left Shanghai on 20th inst. p.m., and is due here on 24th inst.

The O. & S. Co.'s *Coptic* sails from Yokohama on 24th inst., for Hongkong via Kobe, Nagasaki and Manila and is due to arrive here on 3rd prox.

TELEGRAMS.

[Ruler's]

The Peace Conference.

LONDON, 20th August.
It is stated in Portsmouth that M. de Witte has declined to entertain Article No. 17, regarding the limitation of a Russian naval force in the Far East. He has intimated, however, that Russia has no intention of maintaining a naval force in the Far East which will constitute a threat to Japan, or any other Power.

Baron Rosen dined with President Roosevelt last night. It is concluded that the President is endeavouring to prevent a rupture of the negotiations.

Later.

Baron Rosen has conferred with President Roosevelt for an hour. It is known that President Roosevelt before inviting Baron Rosen secured the active cordial support of Great Britain, France and Germany, and that he also communicated with the Mikado.

The Anti-American Boycott.

Mr. Conger's special mission to China will not affect the position or the duties of Mr. Rockhill.

Resignation of Lord Curzon.

It is officially stated that Lord Curzon has resigned the viceroyalty of India. Mr. Bal four has communicated the resignation to the King.

[We learn that Lord Curzon made an important speech at the Viceroy Council on 18th ult. on the subject of the new scheme of Indian army administration. Referring to Mr. Brodick's despatch, he explained that the Government of India were instructed to introduce without delay a form of military administration of which they learned only for the first time in the despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was somewhat necessary to convey those orders. He insisted on the fact that the new scheme was not of their making. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had in view throughout the discussion.—Ed., H.K.T.]

The Cruise of the British Channel Squadron.

The British Channel Squadron has arrived at Esbjerg.

The *Nord Deutsche Gazette*, in an article evidently inspired and intended to allay the excitement produced by the cruise of the British Squadron in the Baltic, says that the visit is merely a reply to the repeated visits of German warships to British ports, and every sober-minded British and German subject wishes the visit will contribute to the mutual esteem of two great civilized nations.

SANITARY BOARD.

At the fortnightly meeting of the Sanitary Board this afternoon, the following are among the items to be brought forward.—

TO PREVENT NUISANCES.

Dr. Pearce, Medical Officer of Health, intimated: I can find no definite instructions issued to inspectors with reference to the practice of storing manure and manuring gardens with human excrement. From C. S. U. 9509 of 1904 it is not clear what action was definitely decided upon by the Board to be taken in this matter. I have therefore drawn up the attached instructions which I propose to send out if the Board consider that it represents exactly what the Board wishes. The instructions submitted are as follows:—With reference to the custom of the storage of excremental matter for the purpose of manuring gardens, please note that by-law 8 of the Scavenging and Conservancy Laws requires the removal of such matter to the conservancy boats. The use of such matter in gardens is therefore illegal in the Colony, and if you find any householders not obeying this by-law apply for a notice under section 30 of the Public Health and Buildings Ordinance. Further, any accumulation of such matter within the city of Victoria or within sufficient distance of any public road or dwelling house must, if it gives rise to evil smells, be regarded as a nuisance and a legal notice, if necessary, be applied for under section 26 (3). As regards Kowloon, in farming districts so far removed from main roads that it cannot be said that a nuisance detrimental to the health of passers-by or dwellers in the neighbourhood (other than the farmers themselves) is caused by the above mentioned accumulations, action need not be taken. With regard to the use of this excrement, of either kind, for manurial purposes in villages and districts unfrequented by the public, it is almost if not quite impossible to prove that any one householder has allowed it to be removed to the gardens instead of to the boats. By-law 3 referred to above cannot therefore be strictly enforced. If it is desired to prevent the use of fresh excrement as manure by the farmers or gardeners themselves, this can only be done by proving a nuisance to exist which may be dangerous to health. This practice may certainly always be dangerous to health and especially in times of epidemics of cholera or typhoid. Notices, therefore, under section 26 (3) should be served on all gardeners and farmers in the Colony who use this manure for their vegetables, which has the appearance of being at all fresh, i.e., which has not been thoroughly subjected to the decomposition process which goes on in the usual Chinese manure pit.

Mr. Rumjahn intimated: I think "reasonable" should be substituted for "sufficient" in par. 2. Gardeners in the City, invariably use urine as manure for flower plants. This should be put a stop to.

The Hon. the Director of Public Works intimated: In par. 2 no definite distance should be stated instead of using the word "sufficient"—Query, 50 yards?

STEAM LAUNCH OWNERS SUE.

SEQUEL TO A COLLISION AT SHAIKUIWAN.

An interesting case was heard in the Court of Summary Jurisdiction to-day, His Honour Mr. A. G. Wise, Puisne Judge, on the bench. Cheung Sui used the Shun Tai firm for \$168.80, as damages caused by a collision with a steam launch belonging to the defendants. It was set out in the statement of claim that the junk *Yuen Hok* was lying at anchor at Shaikuiwan when the floating steam launch came along and through the negligent navigation of the defendants or their servants a collision occurred whereby the junk was damaged.

Mr. Master, of Johnson, Stokes & Master, appeared for the plaintiff; Mr. Beavis, of Wilkinson & Grist, represented the defendant firm. Mr. Master said that the junk was lying at anchor in Shaikuiwan harbour at her usual anchorage. The steam-launch had passengers for Sai-ye-chun, and came along about 4.50 a.m. and ran into the junk. The questions to be considered by the Court were whether there had been negligent navigation, and whether the lamps on the junk were lighted. It was for the defendant to prove that there was no negligence.

His Lordship—I suppose it is really a question of lights.

Mr. Beavis—That is the whole question. Mr. Master cited an 1869 authority to show that the presumption was that the vessel which ran into another was to blame, and on her fell the burden of proof whether the lights were burning or not.

His Lordship—This is Common Law, not Admiralty.

The plaintiff said the junk was lying at anchor at Shaikuiwan harbour on the night of the 7th inst., with an ordinary Chinese lamp showing at the top of the mainmast. He had introduced without delay a form of military administration of which they learned only for the first time in the despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was somewhat necessary to convey those orders. He insisted on the fact that the new scheme was not of their making. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had in view throughout the discussion.—Ed., H.K.T.]

In cross-examination, the witness said he was lying between 300 or 400 feet from the shore (30 or 40 cheungs). It was a clear morning, and there was no wind blowing. When he first saw the steam launch, she was about 100 feet away and as she approached she reduced her speed. She was running very slowly when she collided.

In fact she was hardly moving at all?—Just moving.

When you first saw her before the speed was reduced was she running fast?—Yes, very fast.

Did she reduce her speed because she saw you and heard you shout?—She reduced her speed because she had to land her passengers. What did you shout?—You, steamer there, must stop or reduce your speed.

Anybody else on the junk shout?—Yes, a foki. What did he shout?—Steamer, stop the engine.

His Lordship—Were there junks between you and the shore?—Yes, several tens of them.

Continuing, the witness said that when the collision occurred he was so busy looking after his junk that he had no time to say a word to the launch people. The junk would have sunk if he had not bled it out. The launch people did not say a word to him, but just started off for Sai-ye-chun. After the collision the lamp on his junk fell down, and all his things were disturbed. He saw a European and a Chinaman on the bridge of the launch when the collision occurred.

Another witness spoke of the collision and said the light on the junk was burning brightly. It was quite as bright at 4 a.m. as it had been the night before. The junks close to the wharf carried no lights but the others did.

For the defendants, evidence was led disproving the statements made by the plaintiff as to a light being exhibited on board the junk. It had been suggested by the witnesses for the plaintiff that the light fell from the masthead as the result of the collision, but that was denied. As to the position of the junk when struck by the launch, evidence was brought to show that the statements of the plaintiff's witnesses were not to be depended upon in this connection.

His Lordship, in delivering judgment, said that that Court did not take into consideration the ordinary rules of the Admiralty, but looked at questions from the point of view of Common Law. In this case if there had been any contributory negligence on the part of the plaintiff he could not recover damages. There was only one point to consider—Did the junk carry lights or not? If it carried a light at the time the collision took place it must recover on that point. The people on the junk said the lamp was lighted; but the witnesses on the other side said it was not. One witness said he had seen the light, but he evidently lied because he said he was in the bows of the launch with the captain. Every one knew that Chinese passengers would not be allowed to stand beside the captain in that position. With regard to these lights, His Lordship did not think the plaintiff had proved that the lamp was alight at the time of the collision. He would not say it was not alight at some part of the night, but he did not think it was proved, in fact he did not believe there was a light. The people were all asleep on the junk at the time and only woke up when the launch collided with the junk. Under these circumstances there would be judgment for the defendant with costs.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 22nd at 12.5 p. The barometer has risen over N. China and Luzon, and remains steady in S. China.

Pressure is highest over the Pacific to the E. of the Loochoos.

Gradients are slight on the China coast and moderate SE. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Light or moderate SE. winds, showery.

DODWELL v. MUSS.

APPLICATION IN COURT.

At Shanghai, on the 15th inst., before Mr. F. S. A. Bourne, acting judge, the case of Dodwell & Co. v. Ernest Joseph Moss was again called on. It was in the form of an application in which the defendant and appellant sought for the dissolution of an interim injunction granted by H. R. M. Provincial Court at Foochow on the 16th day of June, 1905.

Mr. F. Ellis, addressing the Court, said that he appeared for Mr. Ernest Joseph Moss whom in these proceedings he proposed to call the defendant and appellant.

Mr. R. N. Macleod appeared for the plaintiff and respondent.

Mr. Ellis, for the defendant and appellant, said:—To make it quite clear to your Lordship what, precisely, our contention is, I would refer my Lord to the pleadings which have been filed. You have, doubtless, already looked at them. They were transferred here from Foochow by way of record. There is a petition in the Court below, which will eventually be tried in this Court. We apply for the dissolution of an injunction granted against the defendant Moss, restraining him from carrying on business in Foochow, Hongkong, Colombo and elsewhere. For the purposes of this case, it would be essential to consider what was meant by that injunction. I submit that your Lordship should take into consideration what was the covenant, which I think I may read. I would especially refer your Lordship to Clause 4 in the argument. This covenant was drawn up by George Benjamin Dodwell and Ernest Joseph Moss of the one part and Dodwell and Co. of the other part. By clause 4 of the agreement, each of the vendors agree with the Company that he will not at any time thereafter trade in Foochow and certain other places specified.

With regard to an interlocutory injunction, the question is what are the circumstances under which a Court may issue one. On this point I think I could not do better than refer your Lordship to the White Book which I see before you. I am reading from the last (1905) edition, on page 693. It says:—To entitle plaintiff to an interlocutory injunction the Court should be satisfied that there is a serious question to be tried at the hearing, and that on the facts before it, there is a probability that the plaintiff is entitled to such relief.

Now, if your Lordship will read the covenant, you will see that there is an absolute restraint of trade. I would now refer your Lordship to the greatest authority on injunctions, namely, Carr on Injunctions. I am reading from the 4th (1903) edition, page 14, where it says that 'The man who seeks the aid of the Court by means of an interlocutory injunction must show that he is likely to suffer irreparable injury otherwise.' It explains further on that all that is meant by the word irreparable is, that the injury must be serious and not easily repairable by damages. I would remind your Lordship of what is the common mode of procedure in England. The party against whom an injunction is applied for should be made to keep an account of the possible profits he might make with regard to the particular business.

I would also refer your Lordship to the case of Plympton v. Filler on page 289 of the 4th Chancery edition 1876, and especially to Lord Justice James's remarks thereon, also to Lord Justice Hagguley's words on page 290. Again on page 490 Lord Coleridge's remarks on the case of the Mogul Steamship Co. v. MacGregor are worthy of note in this connection. Further on page 190 of the 15th Chancery Division (1880) I would direct your Lordship's attention to the case of Mitchell v. Henry.

Mr. Ellis proceeded to quote further references, which his Lordship noted. Mr. Macleod replied briefly, laying stress on the fact that defendant in this action was at present a bankrupt.

His Lordship said he would require time to study the cases quoted by Mr. Ellis and would remand the case sine die.

The Court then rose.

NEGRO MURDER TWELVE ON A SCHOONER.

New Orleans, July 12.—One of the bloodiest tragedies in the annals of crime, with robbery as its motive, occurred June 30th off the Honduras coast, ten miles from the port of Ceiba. Out of the thirteen people on the schooner *Olympia*, twelve fell before the deadly aim of Robert McGill's rifle in his desperate fight for self-preservation and greed for gold. The sole survivor is a young woman, Miss Elsie Morgan, who lives through her own gameness and presence of mind.

Robert McGill, a negro, whose father is a preacher in the town of Ceiba, heard that the *Olympia's* captain had arranged a trip to buy cattle and knew that he had quite a large sum on board. This amounted to 1400 soles (about \$700) and was stowed in the captain's bunk. McGill plotted to stow himself away on the schooner and wait until everybody on board had gone to sleep, then take the money, fight his way to liberty if he was molested and escape in a dory. He got aboard the boat unseen, armed with a Winchester rifle. When he thought the time ripe, he emerged from his hiding place and made for the captain's bunk. He killed the captain, and the shot awakened the others on board. He went on deck and waited until the men came up. Then he shot them down like dogs, one by one, until there was only one man left.

This man was ordered to go below and scuttle the ship, which he obediently did. Then he, like the others, fell with a bullet in his heart.

McGill then went in search of two women, Miss Morgan and Mrs. Rose, who were passengers. When they came on deck he ordered them into the dory, and pushed off from the sinking schooner. The negro shot Mrs. Rose and threw her body overboard. Then he shot Miss Morgan, but the bullet hit her in the arm. She jumped overboard, and he fired at her several times. Fearing her strength would not last until she could reach the shore, she swam back to the dory, when the negro said he would not harm her. When within an oar's length the brute struck her a stunning blow. She fell back in the water and pretended to be dead. She floated thus with only her nose out of water, and, thinking she was drowned, the negro started toward the mainland.

The inhabitants of the island on which she took refuge, found Miss Morgan hiding in the undergrowth near the beach. Searching parties captured the negro two days later at El Porvenir. He is condemned to die by hanging.

THE "SULLY."

FRENCH OPINION PESSIMISTIC.

Under the title "The refloating of the *Sully*" and the sub-heading "Will they abandon the salvage operations?" the following paragraph appeared in the *Courrier d'Haiphong* on the 14th August: "We ought to be eager for news of the refloating of the *Sully*, but it has to be stated that the famous dock from Hongkong has not yet been placed in position. Moreover, the sea at the present time makes the operation difficult, not to say even dangerous, so that it has been rendered impossible to take any steps towards the salvaging of the cruiser owing to the great risks which prevail from day to day.

"After a period of seven months, the Admiral has decided to reduce the number of men appointed to guard the *Sully* night and day from 85, which is the number at present employed, to 45."

SHIPPING TETSAM.

On arrival at Plymouth on 15th ult. the officers of the *St. Klara*, in course of conversation, laughed at the suggestion that any pressure had been used to compel their release at Port Said, and said they had been treated kindly on the *Dnieper*. They were free to leave the ship at Port Said, but were content with their quarters, and but for the insistence of the British authorities would have continued the voyage in the *Dnieper* to Libau.

The British steamer *Cranley*, Captain Steele, the first vessel to leave Odessa since the beginning of the disturbances and the mutiny on board the *Knina*, *Potemkin*, arrived at Constantinople on July 9, homeward bound. Capt. Steele states that when he left Odessa a large number of steamers, mostly British, were lying in the port, waiting to load or unload their cargoes, but they would probably have to leave without doing so. The *Cranley* was formerly employed carrying coolies from China to Durban.

While lying in the roadstead of Acapulco recently, the Pacific Mail liner *City of Peking*, Captain Robinson, was struck by lightning and her mizzen topmast shattered. For some hours the storm had raged as only a Central American storm can prevail when it gets under way, and the culmination was a visitation of a thunderbolt that seemed at the time to have shattered the vessel. When the storm had passed and the crew could make an investigation, it was found that the mizzen topmast had been carried away. Part of the noise attending the storm had probably been caused by the falling of the upper works of this mast. It had been broken squarely in two and the severed parts were lying upon the deck. No other part of the big steamer suffered from the thunderbolt. The passengers during the storm were almost in a state of panic, but were reassured by the officers, who said that such storms were common on that coast. The *City of Peking*, which by the way was a regular caller at this port, suffered only a few hours' delay by the storm.

COLLISION IN THE HARBOUR.

Mr. Basil Taylor, Harbour Master, held an inquiry at the Harbour Office this morning into the circumstances connected with the collision which took place between the steam launch *Yan Wo*, Fung Tai, master, and the steam launch *Lee Hung*, Pang Cheung, master, in the waters of the Colony on the morning of the 20th inst.—Fung Tai said he left the Yau-mai Ferry wharf at about 11.40 a.m. on the 20th inst. As soon as he shoved off he saw defendant's launch coming from Yau-mai, and backed out from the wharf, defendant being about 110 feet of his starboard beam when he got clear of the wharf, coming straight at witness. The *Lee Hung* came straight on and hit witness abreast of the wheel, the *Yan Wo's* engines still going astern at the time of the collision. The coxswain was not at the helm of the *Lee Hung* at the time. A man named Cheung Kai Shing was at her helm.—The master of the *Lee Hung* said he was coming with passengers from Yau-mai to Victoria when on approaching the wharf he blew one long blast on his whistle, meaning that his engines were going half-speed. He stopped when about 200 yards from the end of the pier, as he was going to the eastern side, the other launch lying at the western side. Witness was steering at the time. When about 100 yards off he saw the *Yan Wo* coming out from the pier stern first, and going out far enough to get her bows level with the end of the wharf, when she went ahead again and put her bows into the wharf to pick up some more passengers. On seeing this witness went astern, being then about 40 feet off. The *Yan Wo* then backed out again and the collision took place by witness's launch coming up between the *Yan Wo* and the wharf.—Mr. Taylor:—Discharged with a caution; you are both equally to blame.

NAVAL NOTES.

It is announced that the strength of the China Squadron in the future is to be two armoured cruisers, one as flagship, six protected cruisers, four sloops, and special service vessels, nine river gunboats, and a flotilla of fourteen destroyers including six of the new "river" 25-knot type. With the return of the seven battleships the squadron will revert to its former status, prior to the ill-fated schemes of Russian aggression in the Far East.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/11 1/16
Do. demand 1/11 1/16
Do. 4 months sight 1/11 1/16
France—Bank T.T. 2/41
America—Bank T.T. 2/41
Germany—Bank T.T. 1/50
India T.T. 1/43
Do. demand 1/43
Shanghai—Bank T.T. 1/11 1/16
Singapore—Bank T.T. 1/11 1/16
Japan—Bank T.T. 1/11 1/16
Yan—Bank T.T. 1/11 1/16

Drying.	
6 months' sight L/C	1/11 1/16
30 days' sight San Francisco & New York	47 1/2
1 month's sight do.	48
30 days' sight Sydney and Melbourne	1/11 1/16
4 months' sight France	2/41
1 month's sight do.	2/47
3 months' sight Germany	2/01
3 months' sight do.	2/01
Bank of England rate	21 7/8
Sovereign	10.27

OPIMUM QUOTATION.	
To-day's quotations are as follow:	
Alwa New	1,190
Old	1,245
Older	1,340
Oldest	1,350
Per chest	
Alwa New	1,122
Old	1,097
Older	1,097
Oldest	1,095

To-day's Advertisements.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 % per Share for the six months ending 30th June, 1905, declared at Monday's Ordinary Half-yearly Meeting, will be payable at the premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 22nd August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary.

Hongkong, 22nd August, 1905. [853]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED ON FRIDAY, 1st September.

For Prospectus, apply to—

THE HEADMASTER.

Hongkong, 22nd August, 1905. [854]

FITZ GERALD BROS. MAMMOTH CIRCUS COMBINATION.

LAST 5 NIGHTS.

PRONOUNCED BY PRESS AND PUBLIC TO BE THE BEST SHOW EVER SEEN IN HONGKONG.

TO-NIGHT! TO-NIGHT! GRAND VICE-REGAL NIGHT.

GRAND CHANGE OF PROGRAMME. When startling Novelties will be presented.

His Excellency Sir MATTHEW NATHAN, K.C.M.G., Governor of Hongkong, and party will be present.

NEXT MATINEE WEDNESDAY AFTERNOON.

LOCATION: CAUSEWAY BAY.

Prices:—Boxes and First Chairs \$3; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Naval and Military Services.

Box Plan at ROBINSON PIANO COMPANY. Special Trains will leave the Post Office every few minutes direct to the door and will await passengers after the performance. A Special Tram runs to the Peak after the performance.

HAL GEORGE, Representative.

Hongkong, 22nd August, 1905. [866]

BUTTER.

DURING THE SUMMER.

WE WILL DELIVER.

FRESH AUSTRALIAN BUTTER.

in 4 lb. Pails.

THE DAIRY FARM CO., LIMITED.

Hongkong, 22nd August, 1905. [49]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 22nd August, 1905. [850]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Medoc*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after TUESDAY, the 29th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th August, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd August, 1905. [7]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS, MUSIC AND MUSICAL INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT PIANOS

Make	Sale Price	Former Price
Lunan	\$150	\$475
Cabin Piano	180	250
Hopkinson	260	480
Rosenoranz	285	500
Schiedmayer	290	500
Playel	295	525
Own Make (B. P. Co.)	300	450
Kirkman	325	480
Stuart	352	450
Own Make (Over String)	385	500
Broadwood	400	600
Spaethe	400	500
Collard	500	700
Haake	525	600
Rachels	575	750
Krauss	585	650
Hopkinson	600	750
Winklemann	675	750
Steinweg	700	850

GRAND (Small & Large) PIANOS.

Collard... ..	\$800	formerly \$850
Broadwood... ..	390	" 700
Collard (as New)... ..	690	" 750

Hongkong, 22nd August, 1905

